

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Germany (Soviet Zone)
SUBJECT Strengthening of Bridges and Shortage of Railroad Equipment
PLACE ACQUIRED
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SOURCE

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1. I have never heard about a definite program for the expansion and the strengthening of bridges in the Soviet Zone of Germany or in the Satellite States. 50X1
- It came from the administration and contained an order for the manufacture of the following bridge bearings ("Podushki or Oproy" in Russian; "Kippzapfen" in German): 50X1
- (a) 36 bearings for the maximum load capacity of 40 tons 50X1
- (b) 80 bearings for the maximum load capacity of 80 tons. 50X1
2. The order said that the manufacture of these bearings was to start and that the necessary quantity of cast steel (stal'noye lit'e) was to be secured immediately. The steel was ordered from some German firm in the neighborhood of Leipzig, but I do not know the exact name or location. 50X1
- some semirinished steel bridge blocks for 80-ton load capacity arrived at the shops. These blocks were about 400 mm long, with a diameter of about 300 mm. I believe that the capacity of bearings which were ordered is considerably higher than the average load capacity of the German bridges as I know them. While I never knew the exact 50X1

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destination of the bearings which were to be finished [redacted] 50X1
I would not exclude the possibility that some program for the
strengthening of bridges in Germany really exists.

3. I can give the following indications concerning the shortages in
equipment for the rail system in the Soviet Zone of Germany as of
[redacted] 50X1

(a) At that time, there was a considerable shortage of freight
cars in Eastern Germany, especially of normal 10-ton covered
vans and four-axle metal flat-cars of 38-40 tons capacity.
Every Soviet Zone agency which normally used freight cars
was assigned a definite quota which was usually insufficient.
I remember that the transport of some materials manufactured
in our shops under great pressure was delayed for several
days or even a week because of the scarcity of freight cars.
I also remember a case when semifinished steel products
manufactured for our shops by a German firm near Leipzig
were delayed for about three months. They were shipped by
the firm at the beginning of [redacted] 50X1

(b) Even Soviet agencies had to wait several days for the arrival
of their allotted freight cars. Moreover, they usually
arrived either Saturday afternoon or Sunday when no German
labor was available in spite of the fact that the fine for
letting freight cars stand idle was imposed. I do not know
whether this was a form of sabotage on the part of Soviet
Zone Germans or not.

(c) I do not know whether there was a shortage of locomotives.
All I can say is that it was usual for most of the goods
manufactured [redacted] and loaded on freight cars to stand
for several days [redacted] the marshalling
yard of the railroad station [redacted] before being
actually moved. 50X1

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